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Hongkong Daily Press.

ESTABLISHED 1857

No. 16,297. 號七十九百二千六萬一第一 日二十月六年二號室

HONGKONG, MONDAY, JULY 18TH, 1910.

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GREEN ISLAND CEMENT COMPANY
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Hongkong, 29th April, 1908. [572]

DR. M. H. CHAUN,
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QUEEN'S ROAD CENTRAL.
1ST FLOOR, ROOMS 2 and 3. From the University of Pennsylvania, U.S.A.
Telephone 126.
Hongkong, 27th January, 1910. [564]

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SURGEON DENTIST,
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TERMS VERY MODERATE
Consultation Free.
Hongkong, 21st September, 1905. [432]

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10.00 a.m. to 12.00 noon. Every 15 minutes.
12.30 p.m. to 12.45 p.m. Every 15 minutes.
1.15 p.m. to 1.30 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
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9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.45 a.m. to 12.00 noon. Every 15 minutes.
12.00 noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 15 minutes.
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JOHN D. HUMPHREYS & SON,
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Hongkong, 1st April, 1909. [576]

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2. Floating Docks.

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The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.

The Floating Sheerlegs, capable of lifting 40-ton weight. [689]

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

Length on Keel-Blocks, Breadth at Entrance Depth of Water on Bottom on Keel-Blocks.

Max. Length of Ship taken in 7,000 Tons. 12,000 Tons.

Breadth 400 Feet. 500 Feet.

Draft 55 " 66 "

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Max. Length of Ship taken in 7,000 Tons.

INTIMATION

A. S. WATSON & CO.,
LIMITED,
ESTABLISHED A.D. 1841,
CIGAR MERCHANTS AND
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CIGARS

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[25]

NOTICE TO CORRESPONDENTS.
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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that are already appeared in other papers will be inserted.

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DEATH.
On July 11th, suddenly, at the Victoria Nursing Home, Shanghai, GEORGE SOMERVILLE, of Crouch End, London, aged 32 years.

HONGKONG OFFICE: 10A, DES VILLE ROAD
LONDON OFFICE: 131, FLINT STREET, EC.

The Daily Press.

HONGKONG, JULY 18TH, 1910.

SINCE the Chinese have become conscious of their military weakness, especially against Western nations, they have sought other means of showing resentment, the most popular being the boycott. This weapon has been employed more than once of recent years, and though some harm has thereby been inflicted on the trade of the country against whom it has been directed, the boycott has never been allowed to assume the national dimensions that its promoters sought to obtain, and for very good reasons. The country whose trade was menaced could very cogently point out that such discrimination was against the spirit of treaty obligations and if persisted in would form good cause for warlike interference on the part of the aggrieved nation. Against such a statement of facts, with its suggested backing of force, China could do nothing but accept the inevitable, especially as the support of the other nations interested would not be extended to China. When the strong feeling prevailing against America some five years ago found expression in a boycott of American goods, we pointed out that it was not an occasion in which competing nations should rejoice, because they were benefiting at the expense of a rival. The question had broader issues than that. The boycott indicated not merely a discrimination against the products of a certain

nation. It was much more serious. It was part of the general campaign which appears in various forms at different places, to inflame Chinese opinion and produce that anti-foreign feeling which seems to be the objective of many bigoted but enlightened patriots. Therefore, all foreigners engaged in trade here, irrespective of nationality, must realize that it is a short-sighted policy to rejoice at any attempt on the part of Chinese to discriminate against the goods of any nation. True, they may benefit slightly by the disfavour into which their rivals have fallen, but if they look towards the larger issue, the maintenance of foreign trade with a fair field and no favour, they must see that it is in their interest as well that such an agitation should be suppressed. Americans may have suffered yesterday, it may be the turn of the British to-day, and to-morrow it may be the Germans who are threatened. Success against one would lead to attempts against others, and once this conception becomes more generally entertained there will be little tendency, we imagine, for one nation to rejoice at the disfavour into which a rival has fallen. The latest phase of this anti-foreign feeling has been manifested in the North, where the students of Shantung have raised an agitation in favour of a boycott of German trade. Doubtless it would not have been allowed to grow, and like the recent boycott against British trade on the Yangtze it would have died a natural death if it ever developed life at all. Unfortunately, if Ruter's telegraphic accounts be correct, the threatened boycott has been ascribed by some of the Berlin Press to British influences. Such an uncharitable view must be deplored, especially at a time when a rapprochement between the two nations is becoming more promising. As a Shanghai journal remarks on the subject: "Those who have given expression to such an opinion ought to know that any such action on the part of British interests, whether official or unofficial, can only rebound to the ultimate discomfiture of British commercial and financial interests in China, along with the interests of all other foreigners and of Chinese alike. Anything that injures the trade of one section of the foreign community injures the trade of all, and whilst legitimate competition can only result in good such proceedings as are ascribed to our fellow-countrymen in the message under consideration can only bring serious harm to all concerned. From sheer self-interest it would be foolish of British merchants or other people in influence to encourage such action as a boycott." That represents our view entirely. No boycott directed against a foreign nation can be tolerated, and if the journalists of Europe and America could only realize that with all the trade rivalry in the East the competing nations have still a common aim they would not stir up ill-feeling by making suggestions of the nature mentioned. The gospel of the open door is accepted by all Western nations trading here, no one can seek more than others and no one can be at less advantage than others. Their purpose is common and their conduct should express that. The suggestion that foreign interests in China are divided, that one may be played off against another, is one that is likely to appeal to the Chinese mind, but it must be demonstrated beyond doubt that such discriminations against any one foreign nation has not the approval of others and that equal trading rights will be demanded for all.

The Church Missionary Society church at Yaumati is to be known as All Saints' Church.

Rear-Admiral Lyne received a cordial send-off on Saturday. Commodore Eyre hoisted his flag later in the day.

The English Mission Church, Kowloon, is deleted from the list of places of worship licensed for the solemnization of marriages.

Private Scamall of the Brits, who died on Friday night, was interred with military honours in the Happy Valley Cemetery yesterday afternoon.

American papers dated early in June report that General Edward S. Bragg, who was American Consul General in Hongkong in 1902-1905, was then lying at the point of death. His age is 85.

The Gazette confirms the permission granted by the Admiralty to Lieutenant C. W. Beckwith to retire from the active list of His Majesty's Navy on pension, and to assume the rank of Commander as from June 4th.

At-morrow's meeting of the Sanitary Board the committee's report on certain complaints against the Kowloon conservancy contractor will be dealt with. Correspondence will also be submitted with regard to different nullahs and cemeteries.

The Chinese Masters and Pupils at Queen's College have subscribed the sum of \$30.50 towards a fund which is being raised with the object of purchasing rice and selling it at a low price to the poor people of Canton and neighbourhood.

While a Chinese was awaiting the departure of one of the Canton steamers on Friday night, a policeman decided to search his luggage. While so engaged the owner of the bundle left hurriedly, and is not likely to reappear to claim his goods. Rolled up in some clothing the police found a revolver and several rounds of ammunition.

The text of an Order in Council made under section 4 of the Merchant Shipping Act, providing that Danish ships in ports of the United Kingdom shall be exempt from the provisions of the Act of 1894 relating to life-saving appliances, on proof that they have complied with the Danish regulations on the subject, is published in the Gazette.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 39 of 1909, entitled An Ordinance to authorize the Construction and Maintenance of a Harbour of Refuge upon and over certain portions of the Sa' Bod and Poeng areas situated upon the Harbour frontage at Taikoktsui, Mongkoktsui, and Yaumati, Kowloon, in this Colony.

The annual meeting of the Philharmonic Society, which was called for Friday night, lapsed for want of a quorum, only six members putting in an appearance. Mr. Barlow hoped that when the meeting was again called there would be a large attendance, besides passing the annual report and accounts there were matters of importance and interest to the Society which required discussion.

There were last year 545 deaths (736 in 1908 and 562 in 1907) from beriberi, of which three only were among the Non-Chinese community. One of them was an Indian destitute, the second was a Japanese sailor and the third a Japanese tallyman. Attention has been drawn to the fact that the cause of this disease is probably due to the eating of white or polished rice, and further investigations are being made into this subject.

THE MACAO SENSATION.
PIRATES SUBORDINED.

Macao, July 15th.

Coleman continues to be invested by the Luso-Chinese sea and land forces, but no further fighting has taken place, although several pirates have surrendered and others have been captured. At present nineteen such prisoners are reported to be in gaol.

Eight students, more or less wounded and showing traces of ill-treatment during their captivity, have been found, as well as a number of farmers, whom the pirates belonging to men of substance have probably held for ransom.

Dra. Luis Neves and Silva Mendes have started a subscription on behalf of the men at the "front" to provide them with refreshments, tobacco, etc., and it is satisfactory to learn that the appeal is meeting with a ready response. The men, I am told, are in good spirits and in the best of health.

The Portuguese cruiser *Rainha Dona Amelia* left Hongkong on Saturday for Macao.

The Chinese Admiral had a long conference with the Governor to-day. He is on board one of the Chinese river gunboats anchored in the inner harbour.

A SHANGHAI SENSATION.

The Great Nicola, the "handcuff king," is meeting with a great reception at Shanghai. One evening last week he had arranged to dive handcuffed from the Garden Bridge into the Szechow Creek, but was prevented by the authorities. The Wizard was there on time in bathing suit and boce robe, and there was a crowd of several thousand people to witness the dive. So also, says a Shanghai exhorter, was a force of 100 policemen to regulate the traffic and prevent a congaion thereto, and, lastly, so were the minions of the law to tell Nicola that under no circumstances would he be allowed to carry out his purpose, and to arrest him if he persisted in the attempt. It seems that the Police authorities considered the proposedfeat too dangerous, and induced Dr. Wilder, American Consul-General, to take this view also. At all events when Nicola appeared upon the scene he was assisted by Mr. White, Marshal of the U.S. Court, who showed him a letter signed by Dr. Wilder, intimating that Nicola would be arrested if he tried to make the dive. Nicola was very greatly disappointed and felt very badly for the disappointment of the people who had come to see the performance, and so he tried to reach the side of the bridge, having previously been handcuffed by his assistants and got over the rails. But Mr. White laid his hand upon his shoulder and after that there was nothing to be done but to dash, which Nicola did and returned reluctantly to the Astor House, leaving his managers to explain the situation to the spectators and ask their indulgence. It was freely accorded, and in fact a mild cheer was raised for Nicola, after which the crowd dispersed.

Nicola has frequently performed this diving feat in America, leaping into the water from greater heights than the top of our Garden Bridge. For instance, he lived, shackled and handcuffed, into Lake Erie from Lakeside, Ohio, and suffered no injury whatever from the feat, and the same thing happened at St. Louis where he leaped into the Mississippi from Eads' Bridge, a height of 45 feet and he is confident that he would be running no great risk in performing the feat which was frustrated yesterday. He is still perfectly ready to do it, or failing the Garden Bridge to dive handcuffed and shackled into any of the local swimming baths, from a raised platform and liberate himself from his bonds before he touches the water. In order to attempt this, however, it would be necessary for him to obtain permission from one of the local swimming bath clubs, and under the circumstances it may be that something may be arranged to facilitate his desire, so soon as the predicament in which he is placed becomes generally known.

Meanwhile he is performing as brilliantly as ever in the Lyceum Theatre every evening, and he thoroughly deserves the unprecedented support which he is receiving.

HOW TO BE BEAUTIFUL. Keep your complexion, Mrs. Ellen's Creme Charnante, Lait Charnante and Special Skin Tonico and Pouder Charnante will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. WATSON & CO., Importers Agents.

White's, 10a, Des Ville Road, London, EC.

Mr. Cuthbert Hall of Marconi's Firm, is taking a prominent part in the establishment of the system which seems destined to bring the cable to the uses of everyday life.

From a military point of view the system should be of incalculable service, as it is impossible to tap the positions of the letters on the keyboard being interchangeable at will, each alteration being instantaneous and automatically registered at the other end of the wire.

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TELEGRAMS.

[Protected by the Telegraph Message
Copyright Ordinance, 1894.]

[DAILY PRESS EXCLUSIVE SERVICE]

"MONGOLIA" STILL AGROUND.

TOKYO, July 17th.

The steamer "Mongolia" is still aground, and no hopes are entertained of refloating her before Thursday, the 21st instant, when there will be a very high tide.

Her coal and cargo are being removed.

[ROUTINE SERVICES TO THE "HONGKONG DAILY PRESS"]

CHINA AND TIBET.

LONDON, July 15th.

The Tibetan Blue-book, which has recently been issued, shows that the Tibetan Ministers have repeatedly requested the despatch of a British officer to make inquiries concerning Chinese interference with the administration; and that they have asked for an alliance similar to that between India and Nepal.

ANGLO-JAPANESE EXHIBITION.

LONDON, July 15th.

H.R.H. Prince Arthur of Connaught presided at the distribution of awards at the Anglo-Japanese Exhibition.

He stated that the awards were practically evenly divided between the two nations, and read a telegram from His Majesty the King heartily congratulating the promoters on the success of the Exhibition.

Mr. T. Kato, Japanese Ambassador in London, on behalf of the Japanese Government, thanked all concerned in promoting the Exhibition.

FRANCE AND MOROCCO.

LONDON, July 16th.

French troops were attacked by Moorish tribesmen at the Muhipa River.

The Moors fled, leaving fifty-three dead.

The French casualties were eleven killed and forty-three wounded.

AN AERIAL RACE.

LONDON, July 16th.

Mr. Morane, in a monoplane, and Mr. Drexel, in a biplane, raced from Bournemouth to The Needles and back, and the former won.

The airships travelled at the rate of fifty miles an hour.

BRITAIN AND GERMANY.

LONDON, July 16th.

The German newspapers give prominence to Mr. Asquith's speech on the Navy Estimates, and appreciate its moderation and friendliness as showing considerable relaxation in the tension existing between both countries.

THE KING'S PRIZE.

LONDON, July 16th.

At the Bisley Rifle Meeting Mr. Radice, of the Oxford University, won the King's Prize with a score of 340, which is a record.

[Last year's winner was Corporal Burr, of the London Rifle Brigade.]

KINGDOM OF MONTENEGRO.

LONDON, July 16th.

Renter learns it is unlikely that any Power will raise an objection to the proclamation of Montenegro as a kingdom next month.

CHINESE MILITARY MISSION.

LONDON, July 16th.

The Tsar and Tsaritsa have received Prince Tai-Tsui and suite aboard the Royal yacht "Standart" at a Baltic port.

[FROM THE "N.Y. DAILY NEWS"]

SHOOTING AFFRAY AT NANKING.

A FOREIGNER ARRESTED.

NANKING, July 11th.

A man named V. Borowsky has been shot during a quarrel on Sunday afternoon. Both he and his assailant are connected with the Circus. Borowsky was promptly sent to the Emergency Hospital in the Nanyang Exhibition grounds and there attended to by Doctors Boobe, Whitmore and Sza Voong. His condition is said to be critical.

His assailant is said to be a British subject and is now in the custody of the British Consulate at Nanking.

RANDOM REFLECTIONS.

Summer is being taken seriously at last, and the thermometer is being consulted daily. But no matter what it registers, the heat indicated is sufficient "to go and have one."

Manila, the place where the typhoons come from, tried to fight us this week by warning us of a depression which might later develop into a real typhoon. A "real typhoon" sounds ominous. Fortunately it has not come along yet.

Another effort to stimulate interest in the volunteer movement in Hongkong is being made, but I am afraid our gilded youths are too tired. A little discussion such as they have been experiencing at Macao might produce a rush to arms. Otherwise they are difficult to rouse.

The discussion at the Legislative Council on Thursday on the subject of overtime allowances has excited some interest in clerical ranks. The subject is one that calls for investigation, and the attitude of the unofficial members that men engaged for certain work should carry it out even if it involves returning to the office after hours is not unreasonable. Government servants enjoy pensions when their period of service is completed, and they have other advantages which the employees of a private firm does not possess. But with the latter it is a different matter. If on engagement their working hours are defined they have a genuine grievance when these are exceeded. Then overtime allowances are fair. Should, however, they be engaged to a certain office, to do certain work, then they are in duty bound to attend the hours necessary. In the event of the demands upon them proving unreasonable or excessive they should be entitled to extra remuneration, but that is a matter which rests entirely between employer and employee.

There is evidently no chance in the local branch of the P. & O. Co. to increase the monthly salary by overtime. Civil Servants, after reading Mr. Hewitt's expressions of opinion, will thank their lucky stars that this hon. gentleman is not the head of a department in the local Consulcouncil Office. If he was, they would no doubt learn what work meant, and would find it advisable either to "get busy" or "shuck the Service." The Hon. Mr. Hewitt appears to be imbued with a fairly good dash what Americans call "hustle."

Macao's little bombardment has been the dominant topic of the week, and has served to exemplify the fact that piracy still flourishes in the waterways of China. That such a powerful band of desperadoes should be quartered so close to the city does not reflect credit on the vigilance of the Portuguese police authorities. It seems evident, judging by the number on the island, that Coloway has long been known to the pirates as a place of refuge when justice was on their trail.

However, this band has committed one crime too many, and member sins have found them out. Nemesis is stalking them, and the hour of vengeance has struck. Some two hundred outlaws have been caught like rats in a trap and must either die fighting, by their own hands or by the headman's axe. They will not be missed in the Carter Delta, and numerous Chinese will have just cause to say, "Good riddance."

The discovery of this hornet's nest has also opened our eyes to the extensive smuggling which must have been carried on to arm such a large band. Besides being supplied with Mauser rifles these bandits use smokeless powder, and from all accounts have an ample supply of ammunition to withstand a long siege. We know how vigilant the Hongkong police are in the prevention of smuggling, and what large quantities of arms they seize in the course of a year. But the assistance of Hongkong is like a drop of water in a bucket. Until China takes a more strenuous measure against the smuggler the evil will surely continue.

It would appear that there are few lovers of music in Hongkong. Either that, or hot weather so tires the energy of local musicians as to make them forgetful of, or indifferent to, what would happen at the annual meeting of the Philharmonic Society which was called for Friday. Only six members put in an appearance, and the meeting had, therefore, to stand over for want of a quorum. It is to be hoped that when next summoned, members will roll up en masse. There are not sufficient musical societies in the Colony for numbers of the foremost to grow apathetic, which is a sure indication of eventual disbanding.

"Battle of Blouses" is the illuminating heading to an article from a Swiss correspondent which appeared in a London paper. It appears that the women of a village near Geneva have taken to wearing blouses through which more of the human form divine is visible than to some people seem decorous. A curé who saw the new fashion for the first time was so wrought up that he forgot his Sunday's sermon and from the altar thundered against the vanities of the world in general and open-worked blouses in particular. He announced that he had given orders that on future Sundays women wearing such blouses would not be allowed to enter the church. The curé, whose name is Villiger, is much loved, and has the support of the male population, but the fair sex, especially the young women, are in revolt. The following Friday was expected to decide the "battle."

The Land of Freedom appears to be losing its charms for a very prominent citizen of Cincinnati, Ohio. This gentleman, Mr. Eugene Zimmerman, who is the father of the present Duchess of Manchester, is said to be bitterly opposed to the proposed re-election of Mr. Roosevelt to the Presidency. So great is his animosity to the revered Teddy that he has threatened to leave the country if he is not elected. His American citizenship gives him the right to do so. It would appear that the famous case of the rough rider is becoming too notorious in some American circles.

BODERICK RANDOM.

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS"]

June 24th.

THE PAPAL ENCYCLOPAEDIA.

The excitement produced by the Papal Encyclopaedia on the Continent has by no means subsided, even the Bavarian Government, in spite of its ultramontane leanings, has found it necessary to express at meeting of the lower chamber its regret at the language used by the Pope regarding Protestantism and a hope that the Holy Father might offer a satisfactory explanation. In the meantime the papal secretary for Foreign Affairs, Cardinal Meroy de Val, has addressed a note dated June 13th to the Prussian Ambassador in reply to the latter's remonstrances, in which he says that the Curia believes the resentment caused by the Encyclopaedia to be due to a misconception of the purpose for which it was issued and that consequently several passages have been construed in a sense entirely foreign to the intentions of the Holy Father. He, the Cardinal, therefore desires to state that his Holiness had received the news of the painful impression produced with sincere regret, the idea of giving offence to the German people and their rulers never having entered his mind. He had never omitted an opportunity of expressing his high regard for and sincere sympathy with the nation and had only quite recently heard that they have a genuine grievance when these are exceeded. Then overtime allowances are fair. Should, however, they be engaged to a certain office, to do certain work, then they are in duty bound to attend the hours necessary. In the event of the demands upon them proving unreasonable or excessive they should be entitled to extra remuneration, but that is a matter which rests entirely between employer and employee.

This was at first looked upon as a diplomatic success on the part of the Prussian government, and represented as such by the semi-official and conservative Press, particularly as it was understood that the Cardinal had added the assurance that the German Bishops had been directed not to publish the Encyclopaedia in the churches of their dioceses; but it failed to satisfy the public generally, as the Pope retreats nothing, expressing regret only for the effect produced by his words, but not for the words themselves and the semi-official and ultramontane papers in Italy and in this country have lost no time in distinctly confirming this interpretation of the Cardinal's note.

The *Osservatore Romano*, moreover, adds that the publication of the Encyclopaedia had not been inhibited, but had been left to the discretion of the Bishops, it being of very little consequence, as its appearance in the official organ of the Vatican, the "Acta Apostolicae Sedis" constituted the act of promulgation *urb et orbis*! What does Sir Edward Grey, who, when questioned in the House on the subject of the Encyclopaedia, replied that it had not been promulgated in Great Britain, say to this?

NAVIGATION DUES.

The amended draft bill for the establishment of navigation dues on lakes, rivers and canals has been accepted by the committee of the Bundesrat for trade, law and the imperial constitution, and will now be submitted to the Bundesrat itself, before being laid before the Reichstag. That the former will sanction it may be safely assumed, as all the federal States concerned were represented on the committee. The bill is divided into four articles with divers sub-sections, the first of which provides that the dues levied on waterways shall not exceed the cost of their construction and maintenance, but shall be so fixed as to only partially cover the same. Art. II. establishes three river conservancy districts, that of the Rhine, the Weser and the Elbe. The proceeds of the dues raised on these rivers, and their navigable tributaries are to be applied for the purpose of deepening the rivers where necessary and of keeping them in good navigable condition. It also provides for the projected canalisation of the rivers Main and Neckar and of the Saale between the junction of the canal to Leipzig, now under consideration, and the town of Halle. Part of the dues may, by a majority of at least two-thirds, be allocated to other objects. The rates are to be uniform per ton and kilometre for the different sections of the rivers and are divided into five classes, the maxima being, respectively, .02, .04, .06, .08 and 1 Pf. per ton and kilometre. Alterations in the rates can only be made if approved of by a majority of two-thirds of the governing body. The proceeds of the dues are to be paid in the first instance to the common conservancy funds and will later be apportioned to the riverain states in proportion to their outlay. The new law, however, imposes no obligation on these States to incur any expense with regard to the waterways. Art. III. provides for the creation of conservancy boards and supplemental advisory committees, to consist of a certain number of members from each State in accord with the importance of the interests involved. Art. IV. determines the penalties for the evasion or payment of the dues. The date at which the Act is to come into force is left to the decision of the Emperor. A special article has been added relating to the rights of Austria and the Netherlands acquired by their treaties with the last North German Federation and Rhine Navigation Act of 1868.

TRADE.

Business is assuming a sluggish aspect, and since April the government returns no longer compare as favourably with those of the corresponding periods last year as they did during the early spring months. The falling off is most marked in the imports of the raw material for the textile industries, the imports of cotton, after deducting the quantities shipped during the month of May, amounting to only 25,300 tons compared with 32,717 tons for the same month last year, of flax to 1,220 tons against 2,710 tons of hemp to 1,343 tons against 2,275 tons, and of jute to 6,77 tons against 12,976 tons. The figures for wool in the grease are marine 10,166 tons against 11,523 tons and crossbreds 7,661 tons against 8,221 tons.

Of coal about 37,000 tons less have been imported than during the month last year, viz. 908,779 tons against 1,195,758 tons and of

THE POPULATION OF HONGKONG.

The medical and sanitary reports for 1909 give the following information as to the population of the Colony:

The population of the Colony is primarily divided into Chinese and Non-Chinese. The Non-Chinese comprised at the Census of 1906 a white population of 12,925, of whom 6,095 were civilians, while 4,429 belonged to the Navy and 2,411 to the Army. The coloured races (Non-Chinese) numbered 8,500 and included East Indians, Asiatic Portuguese, Japanese, Filipinos, Malays, Africans, Persians, and a few others. The Table on page 12 shows a similar classification of the Non-Chinese population for the year 1909 and from this it will be seen that the total Non-Chinese population for 1909—inclusive of Army and Navy—is estimated at 20,479 (including 446 Malays), while the total Chinese population—inclusive of Army and Navy—is estimated at 323,399.

The estimated population to the middle of 1909 is as follows:

Non-Chinese Civil Community	14,000
City of Victoria (including Peal and Stonemasons Island)	180,750
Villages of Hongkong	18,800
Kowloon	74,600
Floating population	46,240
Mercurial Marine	2,770
Total Chinese Civil Population	322,160
Army (average strength)	4,500
Navy (average strength)	2,217

Total Population of the Colony in 1909 exclusive of the New Territories (except New Kowloon) ... 343,877

The Chinese population of the New Territories (exclusive of New Kowloon) was 85,001 at the Census taken in 1901, but there are no data as yet on which to base an estimate of the increase in population (if any) in this portion of the Colony since that date.

The following is the distribution according to nationality of the population as estimated above:

Europeans and Americans	11,300
Africans	13
East Indians	4,384
Chinese and Malays	323,244
Mixed and Coloured	4,246
Total	343,877

The Civil population consists chiefly of males adults. At the last Census (1906) the proportion of males was 70.1 per cent. of the total Civil population; at the 1901 Census the proportion was 72.6 per cent., so there was an increase in the proportion of females (which means an increase in family life among the Chinese) during that interval.

Of the Chinese population in 1906 70.3 per cent. were males, and over half the Civil population (56.9 per cent. of the Chinese and 52.6 per cent. of the Non-Chinese) were between the ages of 20 and 45 years.

The average strength of the troops in Garrison during 1909 was 106 British Officers and 1,942 British N. C. Os. and men, with 37 Indian Officers and 1,864 Indian N. C. Os. and men, and 51 Chinese attached to the Royal Engineers. There was also 453 British women and children, and 37 Indian women and children, making a total of 500.

The average strength of the British fleet was as follows:—Europeans permanently in the Colony 230, Europeans occasionally in the Colony 534, Chinese permanently in the Colony 1,340, Chinese occasionally in the Colony 140, making a total of 5,270. For the purpose of estimating the population it is considered a fair average to include one-third only of these "occasionally" residents in the Colony: this gives 2,217, and of these 137 are Chinese.

The Chinese boat population (exclusive of the New Territories), is estimated for 1909 at 46,240 and the number of boats belonging to the Port and the villages of Hongkong, is as follows:

Passenger boat	2,605
Cargo boats	1,242
Steam launches	291
Lighters	153
Harbour boats	1,736
Fishing boats	4,960
Trading junks	2,874

This gives an average of 33 persons per boat.

The number of boats enumerated at the Census taken in November, 1906 was 5,459, but this was only a month after the great Typhoon, by which many boats were destroyed. There are in addition 9,016 boats in the New Territories.

BIRTHS.

The births registered during the year were as follows:

	Males	Females	Total
Chinese	874	328	1,202
Non-Chinese	170	145	315
Total 1909	1,044	473	1,517

In 1908 ... 937 475 1,412

This gives a birth-rate of 4.12 per 1,000 as compared with 4.2 per 1,000 in 1903 and 4 per 1,000 in 1907.

The birth-rate amongst the Non-Chinese community was 15.38 per 1,000 in 1908 and 15.95 in 1907.

The nationalities of the Non-Chinese parents were as follows:—British 134, Portuguese 91, Indian 47, Malay and Filipino 13, German 11, American 5, French 3, Jewish and Spanish 2 each, Swedish, Roumanian, Brazilian, Italian, Armenian, Japanese and Norwegian 1 each.

The number of Chinese births registered does not give an accurate record of the number of births which have occurred. Owing to the custom of not registering births unless the child has survived for a month and often in the case of female children not at all, it is probable that the majority if not all of the infants which are sickly at birth or die before they have lived one month have not had their births registered. It is customary, therefore, to assume that all children of one month old and under who are admitted to the various convalescent homes (being brought there sick by poor people) and all young infants found dead in the streets, harbour, hillsides, etc. by the Police, have been born in the Colony but not registered. By adding the number of such children to the number of the registered births it is assumed that a somewhat more correct number of births is obtained and from this is calculated a corrected birth-rate.

The number of such children in 1909 was 425 males and 646 females, total 1,071, which being added to registered births makes a total of 2,583 compared with 2,264 in 1908. The corrected birth-rate is therefore 7.5, while amongst the Chinese community alone the rate becomes 7.0 instead of 3.7 per 1,000.

The preponderance of male over female registered births is very marked amongst the Chinese, there being 266 males to 100 females in 1908 the proportion was 233 males to 100 females. With the addition of the 1,071 above-mentioned unregistered births the proportion becomes 133 males to 100 females.

In the Non-Chinese community the proportion of male births to female births for 1909 was 117 to 100, as compared with 108 to 100 in 1908 and 119 to 100 in 1907.

ARREST OF CHINESE GENERALS.

A telegram from Peking to the New York Herald states that the Viceroy of Hunan and Hunan has placed under confinement four high officials of the Eighth Division of the army, including generals, who are charged with being actively engaged in a revolutionary propaganda. It is believed that the Viceroy has succeeded in putting in the bud a movement to create a military league to control the army, and through it, the Government. The critical situation in Hunan is intensified by heavy floods in the northern section. At Shanghai the loss of life has been enormous, and the population is starving.

DEATHS.

The deaths registered during the year numbered 7,257 (2,271 in 1908). The death-rate was therefore 21.13 per 1,000 as against 23.55 in 1908. These deaths include 103 from plague (86 in 1908).

The total

BENGER'S

One of the most valuable foods known to the Medical Profession.—"The Lancet" describes it as "Mr. Benzer's admirable preparation."

Benzer's Food is distinguished from the others by the ease with which it can be digested and absorbed.

BENGER'S FOOD IS FOR INFANTS AND INVALIDS, and all whose digestive powers have become weakened through illness or advancing age.

Men and interested persons are requested to write for booklet, "Benzer's Food How to Use It." This contains a general Guide to the Keeping of Infants, practical information of value to Mothers, and advice to the Aged.

Benzer's Food is sold in this by Druggists, etc., everywhere.

THE RUBBER MARKET

Considering the paucity of business transacted in rubber shares of late, market conditions have shown remarkable steadiness and stability.

As a matter of fact, signs of inherent strength have not been wanting in the last few days, while the shares of the more reputable and dividend-paying companies have been attracting a little attention on the higher dividends which are being declared compared with last year.

For the present, and pending developments in the market for crude rubber, the shares of those companies which have not yet reached the dividend stage are practically overlooked by the public, although the time is perhaps near at hand when a fresh wave of general interest will spring up in rubber shares.

There does not seem to be much giving way in the price of rubber, which one more crossed the 10s. mark on Wednesday, and this was not without influence on shares. Of late there have been very few evidences of professional selling in share circles. Liquidation on the part of holders who were at one time hard pressed to provide for instalments on recent issues would soon to have ceased.

Another heavy batch of special settlements has been disposed of without difficulty, although rumours of possible troubles were, as usual, freely circulated, no doubt with the intention of unsettling the market. If any difficulties at all have arisen in connection with these special settlements they can have been of minor importance only, and possibly confined to certain dealers' endeavours to borrow shares of which they were short. It is a fact that some of the settling companies themselves were actually approached by jobbers on the Stock Exchange who had sold short, and who wanted to exchange shares for delivery.

A SOUND POSITION.

Consumers of rubber are still anxious to make contracts for supplies for long ahead delivery at very stiff prices compared with those quoted openly for spot and near at hand deliveries, a fact which naturally serves to confirm that opinion consistently taken by optimists that the position of the market is intrinsically sound, and that too much faith is made over the course of affairs at the public auctions. The supplies in the hands of manufacturers continue to be drawn upon, more especially in the United States, where the best information available suggests that the reserves are pretty well down to the safety limit, the inference being that American buying on a brisk scale should soon be witnessed again in the European markets. Certainly there has been lately a little more interest shown here on North American account, though without any of the feverish rush of buying seen when prices neared their apex.

The point of chief interest is how long can consumers go on drawing upon invisible supplies. European manufacturers are pretty busy, and lately have been making considerable advances in their selling prices, thus enabling them to recoup themselves for the enhanced costs of raw material, while the motor industry continues to expand. French manufacturers are hopeful of securing considerable business very soon from the big Paris motorbus scheme, which has just been arranged at the instance of the local Municipal Council. The idea is to provide a modern rapid transit service of motor buses in place of the somewhat out-of-date system, and the concession for which has been secured by La Compagnie Generale des Omnibus, which will eventually place several thousand motor vehicles on the road. Special requirements of Rio Janeiro in Brazil have resulted in an order for 110 vehicles including delivery vans, lorries, charabancs, and motor-cabs, being secured by British work, in keen competition with France and Germany—being probably the largest foreign order for motor vehicles ever placed in England. Taking the world over, it has been estimated that the motor vehicle trade will alone require 35,000 tons of rubber for tyres during the present year—this representing about half the crude rubber production, hence the magnitude of this industry and its effect upon rubber can easily be appreciated.

ARTIFICIAL RUBBER.

There seems to be another little stir in some quarters regarding the production of artificial rubber displacing that of the natural material, but it may be doubted whether this phase of the matter is deserving of very much consideration at present. Undoubtedly there is a good deal of re-working up of old rubber going on but even this entails the admixture of new rubber, and it remains to be seen whether or not the resulting product possesses the unique qualities of nature's growth. Naturally high prices for rubber tend to increase the use of substitutes whenever and wherever possible, but if this results in a deterioration of quality this as a rule has a reflex action in a revolution of feeling on the part of the final users. The talk about the Americans having devised a secret process for turning out artificial rubber in such quantities as to enable manufacturers there to do without the natural article, is the sheerest nonsense, the supply of substitutes having no more to do with the recent abstention of buying by Americans in London than has the disappearance of Halley's Comet. What America is trying very hard to do is to render herself independent of the open market for rubber, to which end the United States Rubber Company is now endeavouring to acquire sufficient plantations in Brazil and the Middle East to provide all its requirements.

American manufacturers hate to be led at the mercy of European dealers in the matter of raw supplies, and commercial history contains several instances in which they have revolted successfully, and also instances where they have been unsuccessful, in breaking down what they regard as a thraldom. One of the latest of the latter was when leading American consumers of tin decided that they would no longer consent to be at the mercy of London or Singapore, and to this end created a huge plant for smelting tin from the ore near New York. They intended to buy the ore in the Federated Malay States and ship it to America, but they reckoned without their host, for the Government of the Straits Settlements sensed danger to the local smelting industry, and promptly enacted legislation which had the effect of prohibiting the exportation of tin ore. The elaborate American plant has now been dismantled, and the premises are occupied by a butter company. As regards rubber, however, there would probably be no insuperable obstacle in the way of American interests acquiring their own plantations, but it would take a long time before such acquisition necessarily added to the world's supplies of the article.

A PRETTY TALL ORDER.

Meanwhile the company named is credited with having purchased 2,700 square miles of rubber lands in Brazil, but no information is forthcoming as to whether the lands bear rubber trees, and, if so, how many, or whether it is merely that the lands are regarded as suitable for the growth of rubber. Anyways, the clearing and planting of 2,700 square miles of tropical forest land seems a pretty tall order even for a Yankee. Another tale is that land has been obtained in the Sumatra which is believed to be capable of producing rubber. All this is very dubious, however, and the tale is barely worth the telling, except as indicating tendencies and possibilities.

As bearing upon the market for fine Para the receipts for this, the last month of the season, look like being very small, the figures cables from Brazil on June 22 being only 760 tons. This apparently has accelerated the renewed spurt in the prices, and the tendency of the market on the approach of the naming sales, which are fixed for next week, is upwards. Interesting developments may thus be witnessed in the immediate future should demands develop satisfactorily.

WORLD'S SUPPLY OF PARA.

The statistics issued in America usually differ from those that are issued in England, though not to any great extent as regards the Para receipts. According to an American compilation the world's visible supply of fine Para rubber on June 1 was 2,371 tons against 2,357 tons a year ago—an increase of 54 tons. Deducing from the total the stock held in Liverpool of 1,500 tons, there is left 1,322 tons, distributed as follows:

	Tons.
June 1.—Stock in United States	106
Stock in Para (1st hand)	470
Stock in Para (2nd hand)	205
—	675
Afloat Para to United States	66
Afloat Para to Europe	480

The increase in the Liverpool stock of Para rubber against last year was nearly 1,000 tons, but the net increase in the visible supply of Para grades is only half that amount owing to the insignificant stock held across the Atlantic. The fact to be considered is that the total quantities abroad from Para are not very small. So far as the United States are concerned it may reasonably be assumed that the dearth of supplies apparently cannot go much longer, while the reserves in the hands of manufacturers must have been drawn upon to a dangerous limit, unless there has been a drastic curtailment of operations by the tyro and other important industries, which is highly improbable according to all accounts. Allowance, of course, has to be made for the moderate supplies of inferior grades of rubber drawn from outside sources, such as Mexico and Central America, while certain quantities of plantation rubber have been obtained direct from the East.

HOPEFUL PROSPECTS.

All the same, the statistics of fine Para, upon which product American consumers must be largely dependent to fill requirements, certainly afford an indication of hopeful future possibilities. The fact that increasing quantities are being secured by America from the Middle East is rather an interesting point, as it tends to show that the Americans are apprehensive that Brazilian output is not keeping step with the increased world's requirements on the basis of recent years. It is clear, therefore, that given well-sustained activity in the world's manufacturing trades in the course of this year, the additional output of the Eastern estates will all be needed. The total world's visible stocks of all kinds barely exceed 4,500 tons, or about three weeks' consumption, while it is certain that the invisible stocks are less than they were a year ago.—Evening Standard.

COLOUR VISION AT SEA.

A further development has arisen out of the case of Mr. John Trattes, who, on the ground of defective colour-vision, was lately discharged by the Board of Trade, who declined to grant him his First Mate's certificate, the examination for which he had passed—and who, furthermore, declined upon him to surrender a certificate for Second Mate of which he was already in possession. It will be remembered that the Board of Trade instituted a special inquiry, presided over by Sir Francis Mowatt, G.C.B., assisted by Mr. John Dickinson, a Metropolitan magistrate. The Imperial Merchant Service Guild defended Mr. Trattes, and, after a long hearing, Mr. Trattes' certificate was returned to him by the Court, the Board being unmoved in costs. The Guild have lately addressed representations to the Board on the matter of Mr. Trattes' First Mate's certificate and this has now been granted to him.

Arising out of this case, the Board of Trade advise the Guild that they are about to appoint a small Departmental Committee to advise them as to what changes, if any, appear advisable in the system of sight tests now in force. It is not intended that representatives from shipping bodies shall sit on this Committee, the Board informing the Guild that they have deliberately decided to avoid this method of constituting the Committee as unworkable, having regard to the nature of the subject to be investigated and the number of interests that would require to be represented. In this connection Sir Walter J. Howell, K.C.B., on behalf of the Board, states that they will not themselves be represented upon the Committee. They will, however, take evidence as to matters within their knowledge, and it is hoped that a similar course will be adopted by other persons and bodies interested, including the Imperial Merchant Service Guild.

PASSENGERS ARRIVED.

For Mesfoo, from Shanghai, Miss Clark. For Justin Maru, from Swatow, Mr. H. C. Best. For Manche, from Haiphong, Mr and Mrs Morlere. For Huichow, from Tientsin, &c., Mr and Mrs Nagahama. For Hanoi, from Haiphong, &c., Miss Cassanura, Mr and Mrs Le Roi S. Ertiolles. Per Huitan, from Coast Ports, Mr Tringham, Mrs Churchill, Mr Lightfoot and Captain Merlin.

DEPARTED.

Per Rubi, for Manila, Mr and Mrs Kerhoven, Mr and Mrs House, Mr G. Hearn, Mr Jas. Gow, Mr J. C. McMullan, Mr J. W. Wilson, Mr Eric He, Mrs Agnesia Monchein, Mrs Spencer and child, Mr A. B. Moulder, Mr N. Tomash, Mrs Mesuta, Mrs and Miss Hotelho, Mr H. H. Watkins, Mr G. Weeton and Mr Souza.

For Korea, for San Francisco, Mr E. S. Warrington, Col. H. T. Burrows, Mr Hoang Kao, Mr W. J. Brett, Dr. A. D. Foster, Mr H. Dastur, Mr W. Perry Rossen, Mr Miller Johnlin, Mr D. H. Cameron, Mr Wm. Robinson, Mr C. D. Pierce, Mr Wm. M. Watson, Mrs E. Burton, Mr J. Haussmann, Mr H. P. Neoper, Mr E. Wolf, Mr Chas. Hardinge, Mr and Mrs J. Agnew and infant Mr and Mrs J. Bryant, Mr O. Bryant and Mr P. J. Eydard.

HONGKONG METEOROLOGICAL REGISTRY.

Hongkong Observatory, July 17th

From July 18th to 24th, 1910.

LOW WATER.

HIGH WATER.

Passenger
Arrived
Leave
High
Low
Mean
Time.

NEXTCOMING EVENTS.
Tuesday, 9th August—Eight-Eighth Ordinary
Half-Yearly Meeting of Hongkong, Canton
and Macao Steamboat Co., Ltd., Noon.

SHIPPING.

ARRIVALS.
AMIGO, German str., 822 W. Langschwager,
17th July—Port Counted 12th and Hoitow
16th July, Coal and General—Jensen &
Co.

ANHUA, British str., 16th July—Canton
CARL DUNDEE, German str., 774 C.
Johansson, 17th July—Haiphong, Pakhoi
and Hoitow 16th July, General—Jensen &
Co.

CHOSHUN MARU, Japanese str., 1,013 T. Sarga,
17th July—Tianjin 16th July, General—
Oka Shouko Kaisha.

GLENPALOCH, British str., 1,434 J. Mason,
16th July—Singapore 10th July, General—
Order.

HAIKAN, British str., 1,163 J. W. Evans, 17th
July—Coast Ports 16th July, General—
Douglas, Lapraik & Co.

HANOI, French str., 630 J. Pannier, 16th July
—Haiphong, Pakhoi and Hoitow 9th July,
General—A. B. Marti.

HUCHOW, British str., 1,217 E. Forsyth, 16th
July—Tientsin, Chefo via Weihaiwei and
Swatow 15th July, General—Butterfield &
Swire.

JOSHIN MARU, Japanese str., 702 Y. Yamamoto,
17th July—Swatow 16th July, General—
Oka Shouko Kaisha.

KWANGHE, Chinese str., 17th July—Canton.

KWONGKANG, British str., 16th July—Canton.

LENNON, British str., 2,361 D. Reid, 16th July
—Liverpool 4th June, General—Dewell &
Co.

MARCHE, French str., 1,271 Gory, 17th July—
Haiphong 15th July, General—Messengers
Maritime.

MERFOO, Chinese str., 1,339 J. McArthur,
16th July—Shanghai 13th July, General—
C. M. S. N. Co.

OMURU MARU, Japanese str., 1,469 Yamaguchi,
16th July—Port Arthur 10th July, General—
Mitsui Busan Kaisha.

POMPEY, U.S. collier, 1,630 James D. Linett,
16th July—Caribe 12th July, Coal.

SHANTUNG, German str., 1,000 H. Ohmann,
16th July—Hoitow 15th July, General—
Butterfield & Swire.

THORES, Norwegian str., 1,091 F. Jorgenson,
16th July—Bangkok 8th via Hoitow 15th
July, Rice—Aagaard, Thorsons & Co.

DEPARTURES.

16th July.
BENELD, British str., for Bangkok.

BUKO MARU, Japanese str., for Moji.

COBLEIN, German str., for Manila.

EMPEROR OF INDIA, British str., for Shanghai.

ICHAL, British str., for Canton.

KANAGAWA MARU, Japanese str., for Dairen.

KOREA, American str., for San Francisco.

KWANTUNG, Chinese str., for Shanghai.

MABIN, Getman str., for Canton.

OKUBO MARU, Japanese str., for Canton.

PEMBROKESHIRE, British str., for Singapore.

RUMI, British str., for Manila.

WONGSOI, German str., for Bangkok.

WUHE, British str., for Shanghai.

WINNIE, British str., for Manila.

17th July.

ANHUA, British str., for Shanhai.

CAMBRIAN KING, British str., for Haiphong.

CHIHL, British str., for Hoitow.

DAIGI MARU, Japanese str., for Swatow.

LANDSAT SCHIFFE, German str., for Swatow.

LENNON, British str., for Shanghai.

NOORTHUMBRIA, British str., for Moji.

RAJAH, German str., for Bangkok.

SHIPPING REPORTS.

The British str. *Huichow* reports: Fine
weather.

The British str. *Haiyan* reports: Had fresh
S.W. winds and fine clear weather.

The British str. *Glenaloch* reports: Fine
weather, S.W. wind and smooth sea from
Singapore to Hongkong.

VESSELS ON THE BEACH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG,
CALCUTTA, COLOMBO, ADEN,
SUEZ AND PORT SAID.

(Taking cargo at through rates to the BRAZILS,
to PEÑAS GULF, RED SEA, BLACK
SEA, LEVANT, VENICE, and
ADELAIDE PORTS).

THE Company's Steamship

"PEESIA".

Capt. P. Glurkevitch, will be despatched as above
on WEDNESDAY, the 27th July, p.m.

This Steamer has capital accommodation for
passengers, electric light, electric fan in all
cabins, and carries a doctor.

For information as to Passage and Freight,
apply to

SANDEE, WIELER & Co.,
Agents,

Princes' Buildings.

Hongkong, 6th July, 1910.

3

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR
COAST).

PROPOSED SAILING FROM HONGKONG

FOR NEW YORK.

B.S. "GHAZEE" ... On 30th July.

For freight and further information, apply

DODWELL & Co., Ltd.,

Agents.

Hongkong, 7th July, 1910.

[810]

HONGKONG—NEW YORK

AMERICAN ASIATIC STEAMSHIP CO.

FOR BOSTON & NEW YORK VIA PORTS
AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).
"WRAY CASTLE" ... On or about 6th

For freight and further information
apply to

SHEWAN, TOME & Co.,

General Agents.

Hongkong, 13th July, 1910.

[821]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "A," nearest Hongkong "B," midway between Hongkong and Kowloon "C," and those vessels berthed at the Kowloon Wharf "D," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & NO.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, HAMBURG & ANTWERP	GLENLOCH	Brit. str.	—	G. W. Gordon, R.N.E.	SHEWAN, TOME & Co.	On 22nd Inst.
LONDON, &c., VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	A. G. Cubitt, R.N.E.	P. & O. S. N. Co.	On 23rd Inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALA	Brit. str.	—	Brahmer	HAMBURG-AMERIKA LINE	About 27th Inst.
ROTTERDAM, HAMBURG & ANTWERP, &c.	SITONIA	Ger. str.	K. W.	Schock	HAMBURG-AMERIKA LINE	On 22nd Inst.
KOTTERDAM, HAMBURG & ANTWERP, &c.	SEGONIA	Ger. str.	K. W.	Melchers & Co.	MELCHERS & CO.	End of Aug.
COPENHAGEN & ST. PETERSBURG	LEADER	Dan. str.	—	W. H. Lee	HAMBURG-AMERIKA LINE	End of Aug.
—	SLATE	Dan. str.	—	Fitter	HAMBURG-AMERIKA LINE	To-day.
—	ASABIA	Ger. str.	K. W.	v. Dohren	HAMBURG-AMERIKA LINE	On 25th Inst.
HAVER & BREMEN & HAMBURG VIA STRAITS, &c.	BRASILIA	Ger. str.	K. W.	Wm. Thomson	NIPPON YUSEN KAISHA	On 17th Aug., at D'light
HAVER & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	K. W.	Charbonneau	MESSAGERIES MARITIMES	To-morrow, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATUTA MARU	Jap. str.	—	A. E. Mose	NIPPON YUSEN KAISHA	On 26th Inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TONKIN	Freight str.	—	Malchow	HAMBURG-AMERIKA LINE	On 28th Inst.
MARSEILLES & HAMBURG VIA STRAITS, &c.	MISHIMA MARU	Jap. str.	K. W.	W. H. Lee	NIPPON YUSEN KAISHA	On 3rd Aug., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MECKLENBURG	Ger. str.	—	W. Berling	MELCHERS & CO.	On 25th Inst., at 10 A.M.
—	KAGA MARU	Jap. str.	—	P. Glurkevitch	SANDEE, WIELER & CO.	On 25th Inst., P.M.
—	LUETZOW	Brit. str.	—	W. H. Lee	JARDINE, MATHERSON & CO., LTD.	On 21st Inst.
—	PEERSIA	Aus. str.	—	G. W. Eddy	DODWELL & CO., LTD.	On 30th Inst.
INDRADEO	INDRADEO	Brit. str.	—	K. Sato	SHEWAN, TOME & Co.	About 6th Aug.
—	GHAZES	Am. str.	—	I. Goto	CANADIAN PACIFIC R.R.	On 6th Aug., at 5 P.M.
WEAT CASTLE	WEAT CASTLE	Am. str.	—	G. W. Eddy	CANADIAN PACIFIC R.R.	On 18th Aug., at 5 P.M.
EMPERESS OF JAPAN	EMPERESS OF JAPAN	Brit. str.	1 m.	K. Kawata	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
MONTAGNA	MONTAGNA	Brit. str.	2 m.	J. Boyd	DODWELL & CO., LTD.	On 26th Inst.
—	ATUMA MARU	Jap. str.	—	K. Sato	MESSAGERIES MARITIMES	On 16th Aug., at 4 P.M.
—	AYMERIC	Brit. str.	—	I. Goto	SANDEE, WIELER & CO.	On 10th Aug., at Noon.
—	TAMRA MARU	Jap. str.	—	G. W. Eddy	JARDINE, MATHERSON & CO., LTD.	On 27th Inst., at 4 P.M.
—	CHICAGO MARU	Jap. str.	—	M. Winckler	BUTTERFIELD & SWINE	On 5th Aug., at Noon
—	KITO MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 2nd Sept., at Noon
—	CHANGRA	Jap. str.	—	J. B. v. Damme	JAVA-CHINA-JAPAN LINE	On 21st Inst., at Noon
—	NIKKO MARU	Jap. str.	—	E. Forrest	JARDINE, MATHERSON & CO., LTD.	About 24th Inst.
KUMANO MARU	KUMANO MARU	Jap. str.	—	O. Jones	BUTTERFIELD & SWINE	To-day, at 4 P.M.
HIZACHI MARU	HIZACHI MARU	Jap. str.	—	F. Wheeler	JARDINE, MATHERSON & CO., LTD.	MESSAGERIES MARITIMES
PRIME WAKEDMAR	PRIME WAKEDMAR	Ger. str.	—	Bruno	SANDEE, WIELER & CO.	On 20th Inst.
NAGASAKI, KOBE & YOKOHAMA	NAGASAKI, KOBE & YOKOHAMA	Jap. str.	—	E. Radulich	TOMKOW, P.M.	On 21st Inst., at 4 P.M.
KUMANO MARU	KUMANO MARU	Jap. str.	—	E. Radulich	MESSAGERIES MARITIMES	On 26th Inst.
TUJIPANIS	TUJIPANIS	Dut. str.	—	S. J. Parsons	SANDEE, WIELER & CO.	On 21st Inst., at 4 P.M.
CHEFOO & TIENTSIN	CHEFOO & TIENTSIN	Brit. str.	—	T. Sunga	BUTTERFIELD & SWINE	On 21st Inst., at 4 P.M.
TSINGTAU & NEWCHWANG	TSINGTAU & NEWCHWANG	Brit				

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ASSAYE	About 21st July	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon, 23rd July	Sea Special of Call.
TAKAO, SHANGHAI, PUKOW, HANKOW, TARU and MOJI	BANCA	About 24th July	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENSAID and MARSEILLE	SOMALI	About 27th July	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	NUBIA	About 28th July	Freight and Passage.

For further Particulars apply to

E. A. HEWETT,
Superintendent

Hongkong, 16th July, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
ILOILO & CEBU	"SUNGKIAN"	On 18th July, 4 P.M.
MANILA	"TEAN"	On 19th July, 3 P.M.
TSINGTAU & NEWCHWANG	"YUNNAN"	On 20th July, 4 P.M.
CHEFOO & TIENTSIN	"HUICHOW"	On 21st July, 4 P.M.
SHANGHAI	"CHENAN"	On 21st July, 4 P.M.
MANILA, ZAMBOANGA, THUEN-DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 27th July, 4 P.M.

DIRECT SAILINGS TO WEST RIVER. Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo bo-ted through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

N.B.—Passengers must embark before Mid-night on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 O'clock every SATURDAY Night.

These Steamers land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, £45 SINGLE and £30 RETURN.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents

10

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

Occupying 9 to 10 Days.

LEAVING.

"HAITAN"	Capt. J. W. Evans	TUESDAY, 19th July, at 10 A.M.
"HAIYANG"	Capt. A. E. Hodgins	WED'DAY, 20th July, at 10 A.M.
"HAICHING"	Capt. W. C. Passmore	SATURDAY, 23rd July, at 3 P.M.

TUESDAY, 26th July, at 10 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIYANG" Capt. A. E. Hodgins WED'DAY, 20th July, at 10 A.M.

"HAIMUN" Capt. A. H. Stewart THURSDAY, 21st July, at 10 A.M.

"HAICHING" Capt. W. C. Passmore SUNDAY, 24th July, at 10 A.M.

* The s.s. "Haiping" will not call at Swatow.

Steamers will arrive at, and Depart from the Company's Wharf (near Blake Pier).

During the Months of July, August and September, a Special Reduction of 20% on Fares to Foochow and Return will be Allowed.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,

GENERAL MANAGERS.

Hongkong, 16th July, 1910.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Monday, 18th July, 4 P.M.
SANDAKAN	"MAUSANG"	Tuesday, 19th July, 4 P.M.
MANILA	"LOONGSANG"	Friday, 22nd July, 4 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 26th July, Noon.
TIENTSIN	"CHEONGSHING"	Tuesday, 26th July, Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Thursday, 28th July, Noon.
MANILA	"YUENSANG"	Friday, 29th July, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

* Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, S. L. Exch. 4.

* Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawu, Usukan, Jesselton and Labuan.

For Freight or Passage apply to JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGER

Hongkong, 16th July, 1910.

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI

RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	End of July.
COPENHAGEN	"SIAM"	End of July.
COPENHAGEN and ST. PETERSBURG	"INDIEN"	End of August.

For Further Particulars apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 2nd July, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR			
CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).			
1910.			
S.S. KIYO MARU			
17,200 tons gross ...			
Sail Aug. 25th, at Noon.			
S.S. BUJO MARU			
10,500			
Oct. 22nd, at Noon.			
S.S. HONGKONG MARU			
11,000			
Dec. 21st, at Noon.			
For particulars apply to			
N. YAMADA, Acting Manager.			
TOYO KISEN KAISHA, King's Building.			
Hongkong, 6th July, 1910.			
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**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	A. Fraser	Manila	On 23rd July, Noon.
RUBI	2540	R. Rodger	Manila	On 30th July, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.

General Managers.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	Second half of July	SHANGHAI	Second half of July
TJILIWONG	JAPAN	Second half of July	JAVA	Second half of July
TJIPANAS...	JAVA	Second half of July	JAPAN	Second half of July
TJIMAH...	JAPAN	First half of July	JAVA	First half of July
TJIBODAS...	JAVA	First half of Aug.	SHANGHAI	First half of Aug.

D. SCHOLTE & CO., AMSTERDAM.

DUTCH PIECE GOODS: SHIRTINGS,
SPANISH STRIPES, DRILLS,
CASHMERMES, ETC., AND ALL
SUNDRIES.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE
REPRESENTATIVE FOR CHINA:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 900.

[43.3]

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN
Route to EUROPE.

The Polynesia, with the French mail of the 17th ult., left Saigon on Friday, the
15th inst., at 9 a.m., and may be expected here today. This packet brings replies to letters
despatched from Hongkong on the 14th May.

The Turkin, with the Siberian mail, may be expected here today.

The despatch, with the English mail of the 24th ultimo, left Singapore on Saturday, the
16th inst., at 6 a.m., and may be expected here on or about Thursday, the 21st inst., at 6 a.m.
The parcel mails closed in London for despatch by the air sea route on the 15th of June and
for despatch overland on the 22nd of June.

The Nippon Maru, with the American mail, to be expected here to-morrow, at 6 a.m.

[The Nippon Maru, with the American mail, to be expected here to-morrow, at 6 a.m.]

TO	FROM	DATE
Macao	Sui Tai	Monday, 19th, 1.15 P.M.
Cebu and Illois	Sanghaing	Monday, 19th, 3.00 P.M.
Shanghai	Kwongseong	Monday, 19th, 3.00 P.M.
Batavia, Samarang and Sourabaya	Holstcin	Monday, 19th, 3.00 P.M.
Pakhoi and Haiphong	Hanoi	Tuesday, 19th, 9.00 A.M.
Swatow, Amoy and Foochow	Huaitan	Tuesday, 19th, 9.00 A.M.
Singapore, Penang and Calcutta	Japan	Tuesday, 19th, 10.00 A.M.
		Printed Matter and Samples... 10.00 A.M.
		Registration... 10.00 A.M.
		(Registration with late fee of 10 cents up to 12.45 A.M.)
		Registration Kowloon I.O. 10.00 A.M.
		No late fee
		Lettuce 11.00 A.M.
		Tuesday, 19th, 1.15 P.M.
		Tuesday, 19th, 2.00 P.M.
		Tuesday, 19th, 3.00 P.M.
		Tuesday, 19th, 5.00 P.M.
		Wednesday, 20th, 8.00 A.M.
		Wednesday, 20th, 9.00 A.M.
		Wednesday, 20th, 1.15 P.M.
		Wednesday, 20th, 3.00 P.M.

EUROPE &c, INDIA VIA TUTUCORIN
(Late Letters 11.00 A.M. to NOON. Extra
Postage 10 cents)
Letters posted in all the Pillar Boxes in
time for the first clearance will be
included in this contract mail.

TO	FROM	DATE
Macao	Sui Tai	Monday, 19th, 1.15 P.M.
Malibis	Tuan	Monday, 19th, 3.00 P.M.
Santahou	Marceang	Monday, 19th, 3.00 P.M.
Keching, Shanghai, Moji, Ko-ki, Yokkaichi	Inaba Maru	Tuesday, 19th, 3.00 P.M.
Shimoda, Yokohama, Victoria and Seattle	Mishima Maru	Tuesday, 19th, 5.00 P.M.
Singapore, Penang and Colombo	Manoko	Wednesday, 20th, 8.00 A.M.
Quang Chow, Wan and Haiphong	Hoiyang	Wednesday, 20th, 9.00 A.M.
Swatow	Sui Tai	Wednesday, 20th, 1.15 P.M.
Macao	Yunnan	Wednesday, 20th, 3.00 P.M.
Tsingtao and Newchwang		

FANS! FANS! FANS!
There are FANS and FANS but the FREEZOR FAN is the Best and better still if it
has the OZONATOR attachment, OUR OWN IDEA.

Gas driven Fans

where Electric
current is not
available, or Bat-
tery and Electric
Accumulator Fans
for the Outports.

Anything to
keep cool but the
"OZONATOR"
has caught on,
and will soon be
indispensable.

For Particulars and Prices Ring up Electrical Dept. 353.

WILLIAM C. JACK & CO., LTD., 14, Des Vaux Road, Hongkong.

[40]

CUTLER, PALMER & CO.,

WINE & SPIRIT MERCHANTS

OF LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

London Address:

34, NEW LONDON STREET, MARK LANE, LONDON, E.C.

BENEDICTINE, D.O.M.

BRANDY ★★★★

" ★★★

" IMPERIAL WHISKY"

(A MAGNIFICENT BRAND, SPECIALLY
SELECTED FOR THE FAR EAST)

WHISKY, PALL MALL

WHISKY, JOHNNIE WALKER'S

OLD HIGHLAND

WHISKY, D.O. WHITE LABEL

WHISKY, C.P. & CO.'S "SPECIAL

BLEND"

PORT WINE, INVALIDS

PORT WINE, DOURO

SHERRY, LA TORRE

SHERRY, AMBROSIO

THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSSEN & CO.,

HONGKONG AGENTS.

[41]

THE HONGKONG DAILY PRESS, MONDAY, JULY 18TH, 1910.



CONSTANT GROWTH

Signifies

"The Garrick"

Tobacco and Cigarettes

Hold the Confidence of their Smokers.

SOLD EVERYWHERE

BRITISH-AMERICAN TOBACCO CO. LTD.

[41]

SHARE LIST.—QUOTATIONS.

HONGKONG, JULY 16TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP	CLOSING QUOTATION CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$950 buyers \$8910 sellers
National Bank of China, Limited	99,925	\$7	\$6	\$76, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8, sellers
China Borneo Company, Limited	50,000	\$12	\$12	\$92, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$11.50, sellers
China Provident, Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$24, sellers
COTTON MILLS.				
Two Cotton Spinn. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 120.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$55, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 57.
Lao-Kung-Mow C. Spin & Weav. Co., Ltd.	6,000	Tls. 100	Tls. 100	Tls. 77. 1/2.
Soy Cleo Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
Dairy Farm Company, Limited	40,000	\$7	\$6	\$19, val. & buy.
DOCKS AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$855 sales & sel.
Hongkong and Shampon Dock Co., Ltd.	50,000	\$5	all	\$550, sel. & sel.
New Amoy Dock Co., Limited	10,000	\$63	\$63	\$52, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 100.
Shanghai and Hongkew Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 120.
Freawick & Co., Limited	18,000	\$25	\$25	\$10, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$62, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$320.
Hongkong Hotel Company, Limited	12,000	\$50	\$25	\$107, sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$83, sellers
Hongkong Hope Manufacturing Co., Limited	50,000	\$10	\$10	\$21, buyers
INSURANCE.				
Canary Insurance Office Co., Limited	10,000	\$250	\$50	\$175, sellers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$115, sellers
China Marine Insurance Co., Limited	24,000	\$25.33	\$25	\$87.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$355.
North-China Insurance Co., Limited	10,000	\$15	\$15	Tls. 115.
Union Insurance Society, Limited	12,400	\$250	\$100	\$840, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$200.
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$10, buyers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	\$30	\$82, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$33, sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 103. x.d.
West Point Building Co., Limited	12,500	\$50	\$50	\$38, buyers
MINING.				
Société Française des Charbonnages du Tonkin	16,000	Tos. 250	all	\$625.
East Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$75, sellers
	25,000	\$10	\$10	\$14, sellers
	50,000	\$10	\$10	\$14, sellers
Peak Tramways Co., Limited	75,000	\$10	\$10	\$10, buyers
Philippine Co., Limited				
China Sugar Refining Co., Limited	20,000	\$100	all	\$168.
Lucon Sugar Refining Co., Limited	7,000	\$100	all	\$22, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$30, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$7, sellers
Douglas Steamship Co., Limited	20,000	\$25	\$25	\$23, sellers
Hongkong, Canton & Macao S.B. Co., Ltd.	80,000	\$15	\$15	\$32, sales
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	65. 1/2.
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	103.
Sia Ferry Company, Limited	10,000	\$10	\$10	